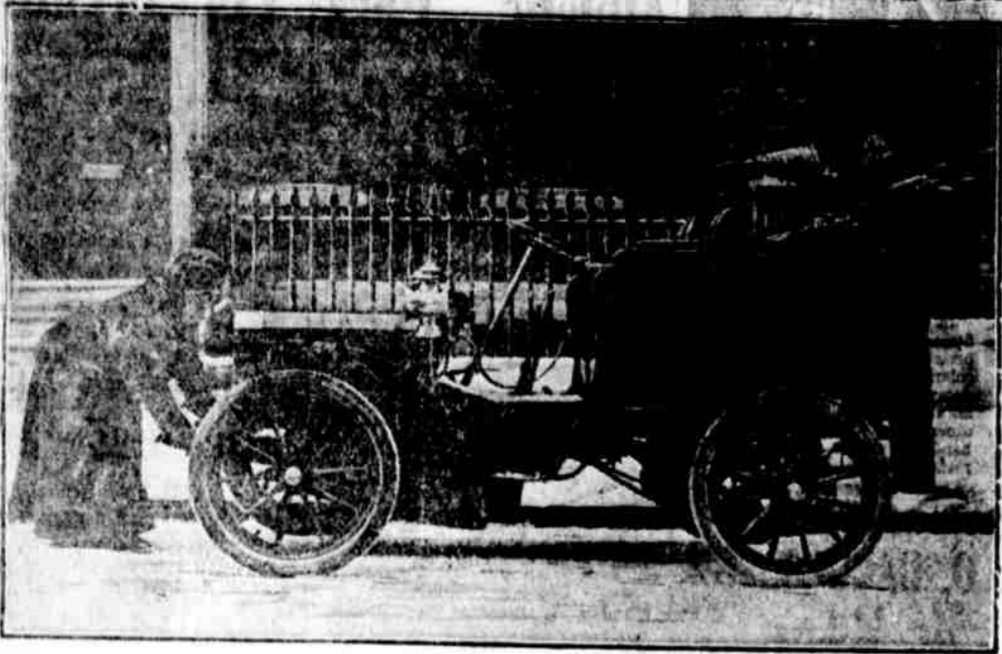


Now Comes the Woman Chauffeur



BESIDE the professional woman chauffeur! From England comes this innovation, and yet there are some people who call the English slow!

After all, there might be some ways of earning a living than bowling along merrily on the seat of a taxi, and there is only one unpleasant part to it—when the machinery goes to sleep and you have to crawl under, which is rather difficult and ungraceful in skirts. In the picture the chauffeur is starting the engine while her "fare" lolls back and enjoys a fat cigar.

Little Things That Spoil Nice People

IT is often the little things that spoil the most desirable and nicest people for us—little things that they could easily correct and prevent from growing into habits if they chose.

Who has not winced at the loud breather—for instance, the woman who when thinking deeply breathes in deep gasps that make the lamp chimneys tremble and the women who snore? In ancient Rome a man could divorce his wife for doing that, but she could divorce him by way of return if he had a bad breath.

And this really is unpardonable, because a bad breath either means teeth that are not properly attended to or indulgence in onions or other forms of food whose effect is similar. As for snoring, it can be overcome by the use of a throat spray or having the tonsils attended to.

The question of personal cleanliness seems almost unnecessary when dealing with well bred people, but it is surprising how many women there are who might wash their hands often. Once or twice or even three times a day

is not enough. They should be washed whenever they are soiled, even if it is fifty times a day. Dirty hands are just as bad as dirty nails. Need one say more?

One of the most maddening things a woman can do is to play with the table furnishings while talking or waiting for other courses, crumpling the bread, making piles of the knives and forks and otherwise fidgeting. You will see very few people who are content to sit quietly with their hands in their laps. Another particularly maddening table trick consists in "missing things" on the plate—one or two vegetables or ostentatiously buttering and mashing potatoes, etc., into a paste mound—most unsightly to the other guests.

Who does not know the woman who when she wears a new dress continually gazes in the mirror at it regardless of her surroundings and that other one who never lets her clothes alone, patting, pulling and otherwise fussing with them all the time?

Walking up and down the room is a thoroughly detestable habit, because it makes every one else so uneasy, and other nervous women have little tricks of clearing their throats, of taking up and setting down things and of bending, breaking or drawing lines on anything they happen to touch that are enough to drive one mad.

Wise indeed is the woman who watches herself for mannerisms and roots out the very beginning of them.

What to Eat

STEAK WITH MAITRE D'HOTEL BUTTER.

For this the steak should be quite three-quarters of an inch thick. Trim it neatly, sprinkle with pepper, dip it in oil or brush it over with it and broil over a clear fire, turning it only once when half done. Sprinkle with salt, arrange on a hot dish and put a border of fried or chip potatoes round it.

The maitre d'hotel butter is made as follows: Put two ounces of butter in a basin with the juice of a lemon, some pepper and salt and a little finely minced parsley. Mix all together and put it in a cold place until wanted, then place it over or under the steak.

FISH CREAMS.

These make a dainty entree, breakfast or supper dish.

Take half a pound of boiled white fish, a teaspoonful of salt, one tablespoonful of chopped parsley, a teaspoonful of lemon juice, a dash of pepper, coriander if possible, two eggs and two tablespoonfuls of cream, bread-crumbs. Mash the fish very finely, removing all skin and bones, add the parsley, lemon juice and seasoning, then very gradually the beaten whites of the eggs and the cream, form into small balls, dip in egg and bread-crumbs and fry in hot lard.

The mixture is also excellent placed in small scallop shells, with bread-crumbs and bits of butter on the top, and baked a light brown.

HADDOCK AU GRATIN.

Half a pint of white stock or milk, one-half pound cold cooked haddock, a tablespoonful of grated cheese, pepper and salt and browned bread-crumbs are required.

Put the stock or milk into a clean saucepan, take the haddock, after freeing from skin and bone, and add to the stock; also the grated cheese, the pepper and salt. Stir well together for a minute or two, turn into a buttered fireproof dish or shallow pie dish, sprinkle another spoonful of cheese and browned bread-crumbs on the top, put in a hot oven and bake for ten minutes.

small portion of the material thus saved is used to increase the front area of the radiator, improving the appearance of the car by proper proportioning. The width of the cooling surface of the "Twenty" radiator is 24 1/16 inches, while the height is 19 1/2 inches. Compare this with any car of half again as much power, and it is at once evident that there can be no heating troubles, regardless of conditions.

It is a new idea in radiator construction evolved by Mr. Dunham, who designed the car.—Exchange.

A 1910 Cadillac Thirty driven from Buffalo to Manchester, N. H., by Frank V. Cooke of Manchester encountered conditions which make the trip a noteworthy one.

The 211 miles between Syracuse, N. Y., and Springfield, Mass., were covered in a severe rain, which continued practically throughout the entire distance. In crossing Peru mountain, the road from Hinsdale was taken instead of the Jacob's Ladder route, and the car encountered the worst specimen of blue clay and springy conditions that ever came under Mr. Cooke's observation. The road was in such condition that the day before the Cadillac passed that way a 75 horse power car was mired and had to be pulled out by horses.

In crossing Lebanon mountain, between Albany and Pittsfield, Mass., high speed was maintained, and the peak was crossed without the gears being shifted out of high. At no time during the climb did the speedometer, Mr. Cooke says, show lower speed than 22 miles per hour.

The premier of Australia has designated a Cadillac "Thirty" for one of the most difficult tasks ever assigned to a motor car—the exploration of the proposed route of the Australian transcontinental railway.

The proposed route, for hundreds of miles, lies through trackless wilderness, including some of the wildest country on a continent which abounds in wild country. It will be necessary, to complete the stupendous undertaking, for the car to carry all the essentials for living in the desert. Tents, water, food, etc., will form the most important part of the equipment.

The idea of exploring the route of the railway was promulgated by the Australian newspapers, which secured the government sanction and support of a project which undoubtedly will save thousands of pounds when construction work actually begins.

Doubtless the premier's selection of the Cadillac for this work was impelled by the car's recent feat in crossing the continent from Sydney to the Gulf of Carpentaria. At the time that trip was undertaken, no motor had ever attempted the terrible journey, and none has yet essayed to duplicate it. On this occasion the route followed was practically identical with that proposed for the railroad. At one period of the pilgrimage, no white man was seen for five days by those in the car; and the blacks fled from the motor's approach. They had never before seen an automobile.

It was necessary for a great part of the distance to travel by the compass alone, keeping to the general direction as closely as topographical conditions would permit. Again it was impossible to make progress until the undergrowth and bush had been subdued with axes and knives. There were rocks and boulders innumerable, and deep sand for miles, but the Cadillac emerged triumphant with the distinction of having blazed the first motor trail across an almost unexplored continent.

From Uniontown, Pa., up to "the Summit," known throughout as the "Turkey's Nest," is a climb of 1,400 feet in the course of three miles by road. In Western Pennsylvania this has a reputation as a strenuous test for an automobile, the requirement of those familiar with it being that any motor car to be considered of high grade must be able to make the ascent on second speed.

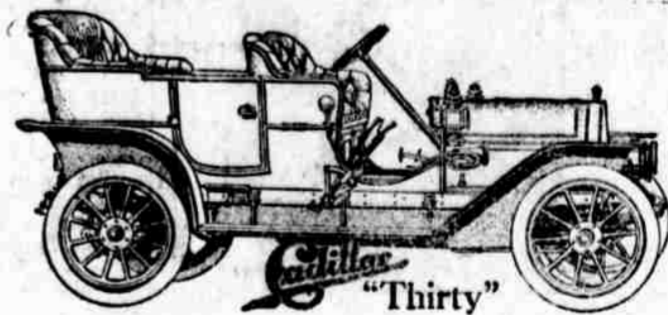
The record for this has been seventeen minutes, but recently this was broken by an even minute by a party in a forty-two-horse-power six-cylinder 1910 Franklin touring car. The party accomplishing the record-breaking feat consisted of Charles Johnson, James F. Johnson, O. W. Kennedy, who is general manager of H. C. Frick's coke ovens, Charles Seaton and W. F. Reynolds.

The mountain is on the line of what is known as the Cumberland pike, a thoroughfare much traveled between the east and the west in early days, when this particular locality was a favorite one for hold-ups by "road agents."

The grade up which the climb was made ranges from ten to fourteen per cent by actual measurement; the natives in fact call it eighteen per cent. Not only was this climb made by a Franklin of the type with which the record was broken but by Franklins of two other models as well, one of twenty-eight and the other of eighteen horse power.

THE 1910 CADILLAC CARS

ARE HERE



The First Shipment of 1910 Cadillac Cars Arrived on the S. S. Alameda.

The Public Is Invited to Inspect This Wonderful Car

The Cadillac can be seen at the sales room of the

Von Hamm-Young Co.,

Alexander Young Building

LOCAL AND COAST AUTO DOINGS

P. C. Jones has invested in an E. M. F. Studebaker touring car and the machine is running like a clock.

M. H. Drummond, of the custom house staff, has gone in for an E. M. F. "30" and took delivery of it early in the week.

By the Hyades the von Hamm-Young garage received a Pope-Hartford machine and on the Alameda there were several other cars for the company.

Mrs. Dreier has purchased a seven-passenger Peerless automobile from the von Hamm-Young garage. It is a very handsome car and is capable of getting up a great speed when let out to do its best.

Manager Schuman of the Schuman garage, sold an E. M. F. Studebaker to W. Stoddart, manager of McBryde plantation yesterday. There are quite a number of E. M. F. cars on Kaula now and one more went to the Coney garage on Monday.

Rufus Spalding, of Kaula has purchased a Pope-Hartford machine from the von Hamm-Young Company, and it was shipped to him this week. Albert Atong has also taken delivery of a 1910 Pope-Hartford, and is very pleased with the beautiful machine.

The Baker Electric car, which has attracted so much attention at the von Hamm-Young garage lately, has been delivered to Willard Brown, who purchased it last week. The machine is a beauty and is so beautifully finished that many people who heard of the car dropped into the garage to see it.

The long-expected Hudson car arrived as predicted last week and it at once attracted a lot of attention. Manager Odell of the Associated Garage has been driving the car around town and all auto lovers have been speaking of the machine. For the money it is a marvelous bargain, and the Hudson looks just as well as a lot of the higher priced machines. The demonstration "Twenty" is painted red, and is nicely finished in every way. At present Manager Odell is breaking the car

in preparation to undertaking a 500 miles non-stop engine run. That should be a severe enough test to satisfy anyone.

One of the most interesting cars at the recent automobile show was the new Rambler limousine, which attracted a great deal of attention in the Thomas B. Jeffery booth during the exhibition. The car was one of the regular forty horsepower type of the Rambler machines, and was as finely equipped as any limousine ever seen in this city. In fact, the Rambler limousine which was at the show is reported to have been one of the most thoroughly finished cars of the enclosed type, ever seen here, and will undoubtedly prove a strong competitor for the enclosed car trade in the city. Another shipment of these machines was received yesterday by L. H. Bill, local manager of the Thomas B. Jeffery Company, who reports having sold several of these cars since the exhibition.

"It is often remarked by prospective customers in our salesrooms that the Hudson radiator is extraordinarily thin and light for such a large and stanchly built car," said Mr. Morse, sales manager of the Hudson Motor Car Company.

"As compared with radiators on other cars it is very small. Its cooling efficiency has been demonstrated again and again. People who have written to the factory have found cause to remark that the engine 'never heats up.'"

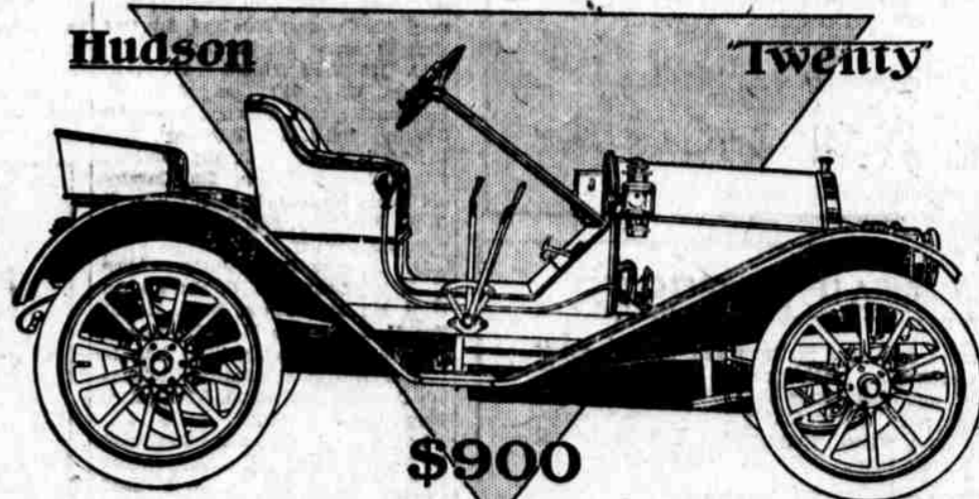
The Hudson radiator is a vertical tube radiator composed entirely of brass and copper, no tin or sheet iron being used in the cooling surface whatever. It is obvious that where a radiator is four or five inches thick that the water passing through the back part of the cooling surface throws off but little of its heat, as the air having passed over the heated area ahead approaches the same temperature as that particular portion of water, therefore the average car, at any price, is carrying extra and expensive weight at that point. In the Hudson "Twenty" the radiator is two and one-half inches deep only, thus saving

Hudson

RUNABOUT

The Marvel of the Age

HAS ARRIVED



F. O. B. DETROIT
3 SPEEDS—SELECTIVE—100-INCH WHEEL BASE.
32-INCH WHEELS—22 H. P.—A. L. A. M. RATING.

THE Associated Garage

E. O. HALL & SON, LTD.
Proprietors, Honolulu.